

Getting to Know

LTDOT
Keeping Utah Moving



OUR MISSION

The Utah Department of Transportation is more than just roads. We aim to provide Utahns with diverse choices for how and when they travel and **enhance quality of life through transportation** in communities throughout the state.

With Utah's population booming, we need to grow in a way that preserves our exceptional quality of life. The challenges of today—and tomorrow—require us to improve the way we do things. UDOT is up to the task.

Creating the Communities of Our Dreams

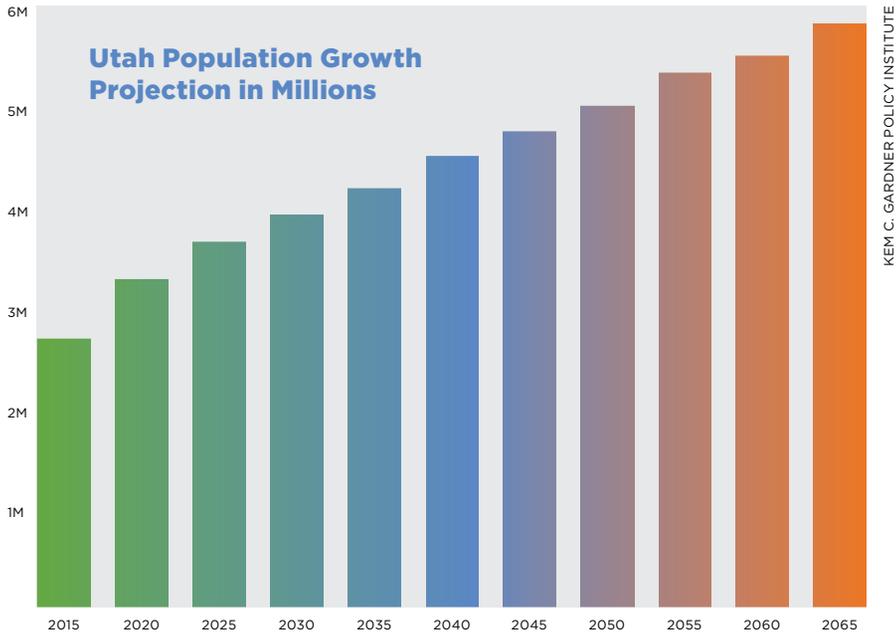
Transportation is a critical element in establishing and enhancing our quality of life.

UDOT has the unique opportunity to participate in building the communities of our dreams.

Transportation is about freedom. It's about having choices so we can move when, where and how we want. The community of our dreams is built with a transportation system that balances **good health, a strong economy, better mobility and connected communities**.

With tremendous anticipated growth in Utah's population and increasing mobility demands, congestion on our roads will naturally increase despite all that we can do. That's why we have to start to think about things differently.





KEM C. GARDNER POLICY INSTITUTE

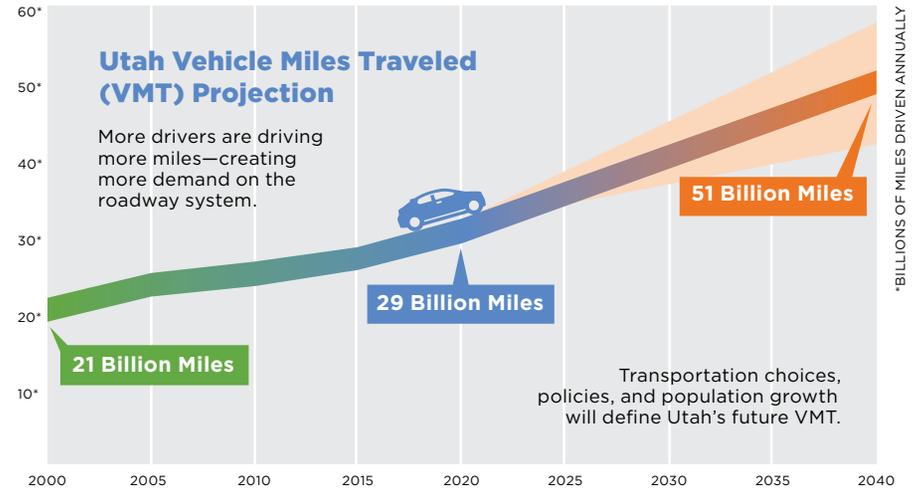
Although our population is increasing, we aren't going to double lane miles to match the doubling in population.

That's why we have to think about other ways to address mobility: transit, carpooling, telecommuting, and active transportation. We need an integrated system that includes buses, trains, bikes, planes, and pathways.

This will require more and better collaboration and planning across the board. Change is inevitable, and UDOT is embracing and planning for ways to proactively address these changes so we can continue Utah's legacy as one of the best places in the country to live and do business. We will continue to innovate transportation solutions that strengthen Utah's economy and enhance our quality of life.

What We Do

UDOT knows that the best way to keep Utah moving is to take a multimodal approach in managing an integrated transportation system. Roads,



Utah Vehicle Miles Traveled (VMT) Projection

More drivers are driving more miles—creating more demand on the roadway system.

Transportation choices, policies, and population growth will define Utah's future VMT.

*BILLIONS OF MILES DRIVEN ANNUALLY

transit, and active transportation (such as cycling and walking) must all work together to complement each other.

Roads UDOT is responsible to plan, design, build, maintain, and operate the state highway system. The system includes major roads that move a lot of traffic over a long distance, such as freeways, State Street, and Redwood Road, as well as other state highways are identified in state code.



TravelWise™
rethink your trip

For more than a decade, our TravelWise outreach has communicated the options of transit, carpooling, telecommuting, and active transportation. With the evolution of our state and changes to driver behavior during COVID-19, it is more important than ever to encourage telework and shifts in travel time to reduce the number of single-occupant vehicles on the road. This will not only help with traffic congestion, but improve quality of life.



Local roads, on the other hand, primarily provide access within communities.

Transit We work closely with local transit providers to serve the greatest benefit overall with both of our systems. The Transit Transportation Investment Fund provides on-going state funding of quality transit projects. In 2022, the legislature gave UDOT the responsibility to oversee and supervise Utah Transit Authority capital transit projects which utilize state funding, such as Bus Rapid Transit, FrontRunner and light rail.

Walking and Biking The state has designated funding specifically for solutions such as pathways and bike lanes, and now has a prioritization process for selecting the projects that will provide Utahns with the greatest return on investment. We aim for a system of pathways that provides the ability to commute, access public transit, and—of course—enjoy for recreation.

You may be surprised to learn that UDOT is also responsible for other elements of travel including commercial motor carriers, aeronautics, and even a ferry in Southern Utah.

STRATEGIC DIRECTION

UDOT is committed to transparency. That's why, more than two decades ago, we were one of the first departments of transportation in the country to put together a strategic direction to report to Utah taxpayers how we're investing resources allocated by the state legislature.

Our strategic direction document is held up as the standard for other states.

This live, data- and performance-driven strategic direction is continually updated to reflect what we are doing—day by day and moment by moment—to deliver on our mission.

Our strategic direction document is built upon the foundation of our three Strategic Goals that guide and direct everything we do:

Zero Fatalities

Zero Crashes, Injuries and Fatalities:

UDOT is committed to safety, and we won't rest until we achieve zero crashes, zero injuries, and zero fatalities. Zero is the only acceptable goal.



Optimize Mobility: UDOT optimizes traffic mobility by adding roadway capacity and incorporating innovative design and traffic management strategies. We are pioneering technology and product delivery methods to lead the nation.



Preserve Infrastructure: We believe good roads cost less, and through proactive preservation we maximize the value of our infrastructure investment for today and in the future.

We invite you to visit udot.utah.gov/strategic-direction to see in real-time how we are doing as a department of transportation.

How UDOT Is Funded

Now, more than ever, it is imperative that we efficiently plan and manage our transportation system. Understanding this need, the legislature transformed the gas tax to help it keep pace with inflation.

Still, the purchasing power of the gas tax for transportation improvements continues to erode even as demands on the system increase. Alternative fuel vehicles are gaining in popularity, gasoline-powered vehicles are becoming more efficient, and construction costs continue to increase. In light of these changes, we are evaluating additional options for funding, including public-private partnerships, usage-based charges, and more.

Utah has a well-managed and strategically funded plan for our transportation system. The department receives funding from a variety of sources, including fuel taxes (state and federal), permits and registrations, and sales taxes attributable to the sale of automobiles and automobile parts.



UDOT prioritizes these funds and makes recommendations to the Utah Transportation Commission through a data-driven process. Utah determines project prioritization on issues like health, economy, mobility and connecting communities—the main components that make up our quality of life.

Funding Our Future

As DOTs across the country grapple with budget changes and shortages, UDOT is leading the way to create a sustainable approach to funding our future.

UDOT is one of the first DOTs in the country to launch a fully operational road use charge program for electric and hybrid vehicles. Starting in 2020, alternative fuel vehicle owners participate in a voluntary road usage charge program in lieu of paying a flat fee. Drivers are charged for each mile they drive on Utah's roads rather than the amount of fuel they buy. The program is based on a philosophy of fairness: you pay for the amount you use.



UDOT SENIOR LEADERSHIP



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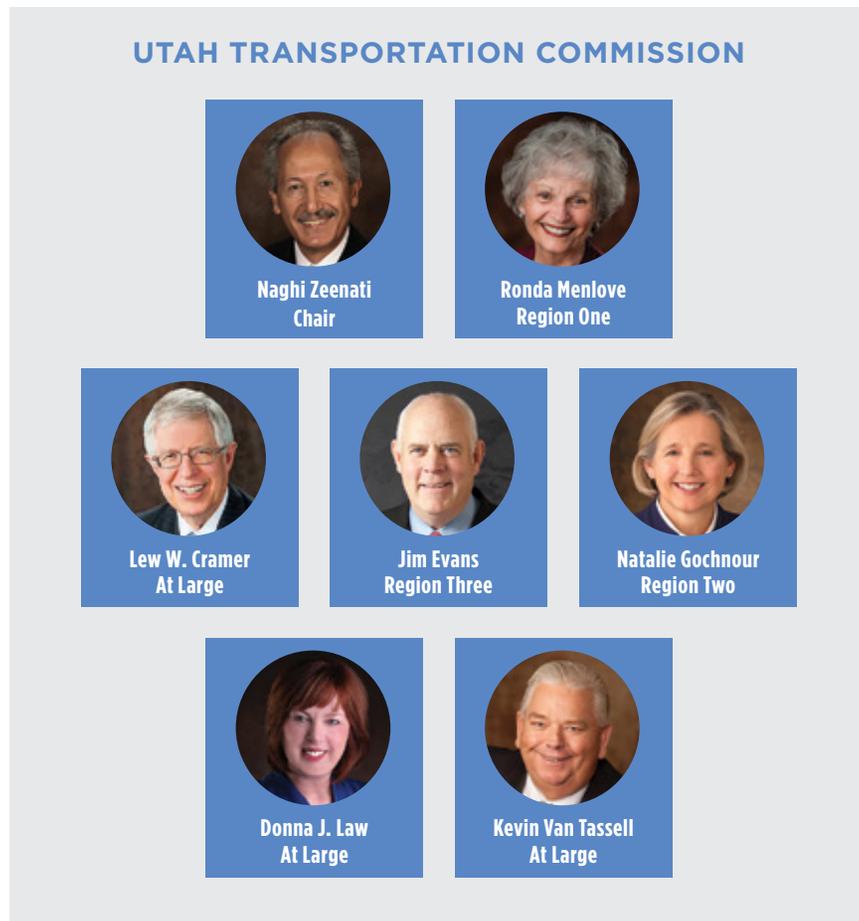
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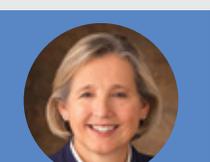
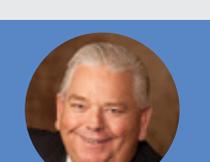
With the declining buying power of the gas tax, usage-based charges are among the options we are exploring to build a sustainable funding model for the future.

How Projects are Selected

The Utah Transportation Commission serves as an independent advisory committee and is responsible for prioritizing funding for transportation projects. UDOT provides the Commission with data-driven project rankings for their use in setting the program for the upcoming four years. The Commission is comprised of seven members appointed by the

UTAH TRANSPORTATION COMMISSION



 Naghi Zeenati Chair	 Ronda Menlove Region One	
 Lew W. Cramer At Large	 Jim Evans Region Three	 Natalie Gochmour Region Two
 Donna J. Law At Large	 Kevin Van Tassell At Large	

governor and confirmed by the Senate. Four Commissioners represent geographic areas consistent with the four UDOT region boundaries, and there are three Commissioners at-large.



Innovation

At UDOT, innovation is part of our DNA.

We have built a legacy of constantly seeking ways to do things better, faster and more efficiently. It started more than 20 years ago, when we were the first in the nation to use the **design-build delivery process** on a megaproject (I-15 reconstruction for the Olympics). Now our model of design-build is used across the country.

We were early adopters of **accelerated bridge construction (ABC)** more than a decade ago, and now we are the national expert in this game-changing construction method that is safe, cost-effective, and reduces construction time. UDOT has completed more ABC bridges than the rest of the nation's DOTs combined.



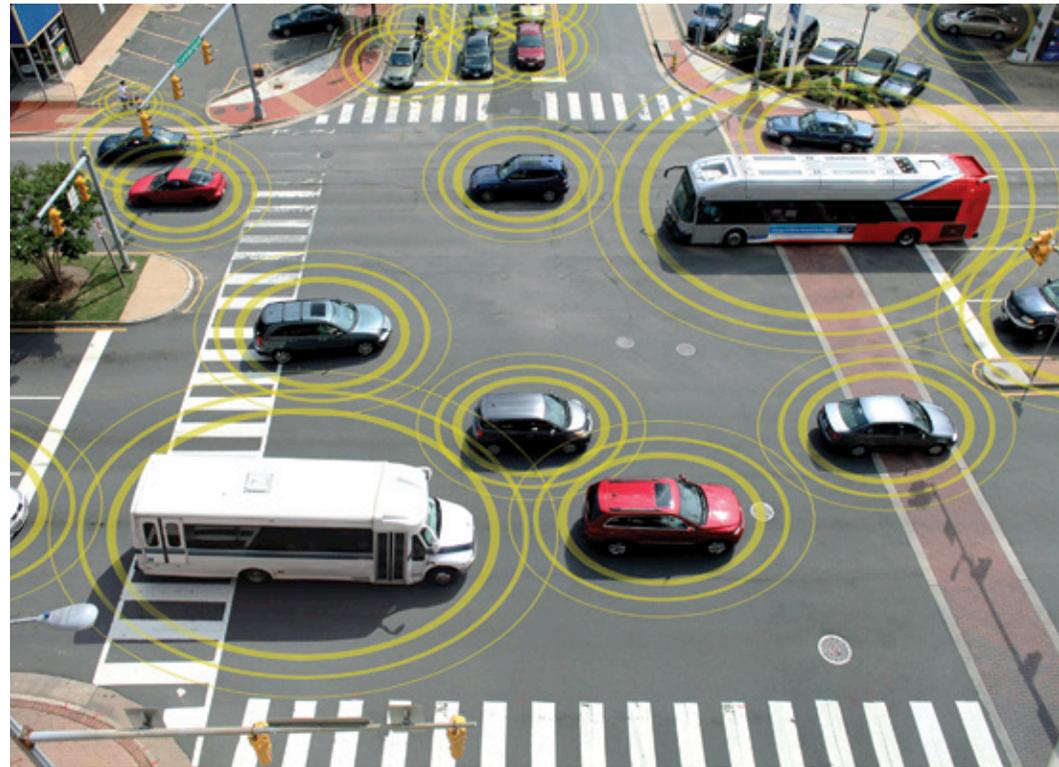
We continue to innovate today.

We were the first state to implement a fully functional connected autonomous vehicle (CAV) deployment on Redwood Road, along with a second deployment on the Utah Valley Express (UVX) bus rapid transit line in Utah County. This allows Utah Transit Authority buses to arrive on time by allowing a little extra green light time to minimize delays for buses running a little behind schedule.



This same system allows snow plows to clear the roads more quickly and safely.

We continue to prepare for the future by expanding our connected vehicle network in our state through a unique partnership with Panasonic. Utah is a national leader in CAV because of our fiber backbone. With the legislature's support of Utah's pioneering approach to public-private partnerships, we will soon be the only state with border-to-border fiber connectivity.



Connected autonomous vehicles (CAVs) will help us achieve our goal of Zero Fatalities by taking human error—which accounts for 94% of crashes—out of the equation. CAVs use autonomous technology to “see” their surroundings and connected technology to “talk” to infrastructure, signals, and even other cars.



UDOT and UTA recently wrapped up a pilot project to give the public its first look at a completely autonomous vehicle (AV)—meaning there is no driver, steering wheel, or pedals.

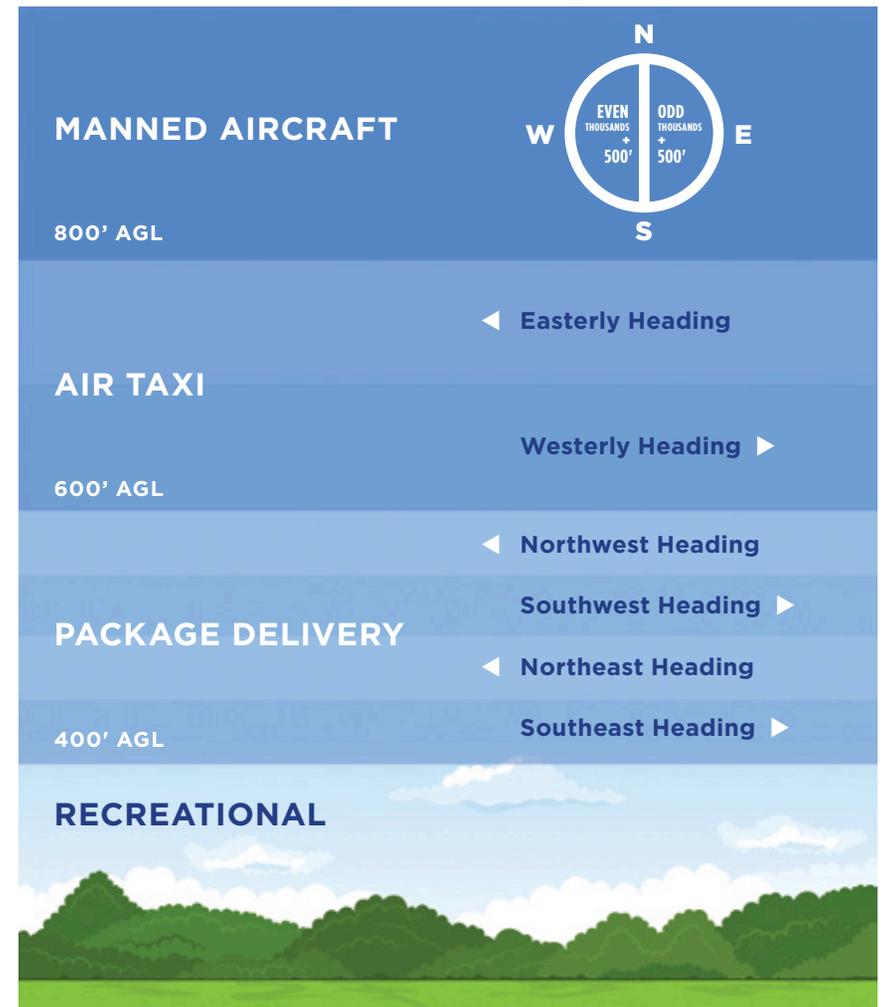
In fact, more than 95 percent of Utah’s traffic signals are on the same system. This kind of connectivity allows us to do several things, including:

- Reducing traffic stops and delays by synchronizing traffic lights
- Decreasing gasoline consumption and air pollution by up to 25 percent
- Providing wireless connectivity to rural areas



- Providing signal pre-emption for snow plows and buses in order to keep traffic moving

Today, UDOT provides oversight for 46 airports and 90 backcountry airstrips throughout Utah and three state planes. The future of aeronautics may include autonomous drones delivering packages through the air, and one day, delivering people to and from where they need to go. While this may sound like science fiction, the state is preparing for this reality today.



UDOT by the Numbers

4

Regions



546

Innovations
Implemented
since 2017

1,700+



Employees



48,812

Public Road
Miles

567



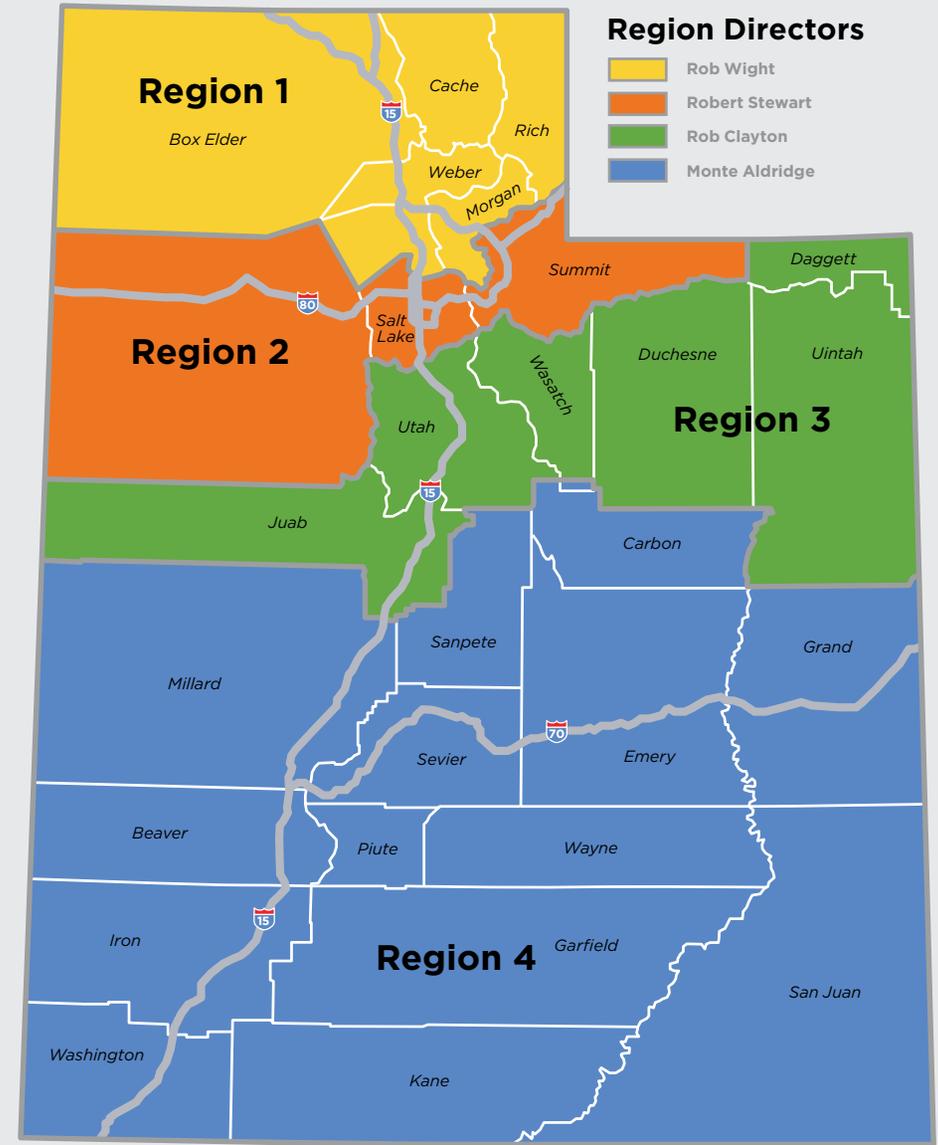
Snow Plows



1,993

Bridges

UDOT REGIONS





UTDOT

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